

## Environmental Protection Agency

## § 1066.815

TABLE 1 OF § 1066.805—EQUIVALENT TEST WEIGHTS (POUNDS)—Continued

Test weight	Equivalent test	Inertia weight
4876 to 5125 .....	5000	5000
5126 to 5375 .....	5250	5000
5376 to 5750 .....	5500	5500
5751 to 6250 .....	6000	6000
6251 to 6750 .....	6500	6500
6751 to 7250 .....	7000	7000
7251 to 7750 .....	7500	7500
7751 to 8250 .....	8000	8000
8251 to 8750 .....	8500	8500
8751 to 9250 .....	9000	9000
9251 to 9750 .....	9500	9500
9751 to 10250 .....	10000	10000
10251 to 10750 .....	10500	10500
10751 to 11250 .....	11000	11000
11251 to 11750 .....	11500	11500
11751 to 12250 .....	12000	12000
12251 to 12750 .....	12500	12500
12751 to 13250 .....	13000	13000
13251 to 13750 .....	13500	13500
13751 to 14000 .....	14000	14000

(b) The test weight basis for non-MDPV heavy-duty vehicles is “adjusted loaded vehicle weight”. For all other vehicles, the test weight basis for establishing equivalent test weight is “loaded vehicle weight”. These load terms are defined in 40 CFR 86.1803.

(c) For FTP, SFTP, New York City Cycle, HFET, and LA-92 testing, determine road-load forces for each test vehicle at speeds between 9.3 and 71.5 miles per hour. The road-load force must represent vehicle operation on a smooth, level road with no wind or calm winds, no precipitation, an ambient temperature of approximately 20 °C, and atmospheric pressure of 98.21 kPa. You may extrapolate road-load force for speeds below 9.3 mph.

### § 1066.810 Vehicle preparation.

(a) Include additional fittings and adapters as required to accommodate a fuel drain at the lowest point possible in the tank(s) as installed on the vehicle.

(b) For preconditioning that involves loading an evaporative emission canister with butane, provide valving or other means to allow for purging and loading the canister.

(c) For vehicles to be tested for running loss emissions (40 CFR 86.134), prepare the fuel tank for measuring temperature and pressure as specified in 40 CFR 86.107–98(e) and (f) and 40 CFR 86.134. Vapor temperature measure-

ment is optional during the running loss test.

(d) For vehicles to be tested for running loss emissions, prepare the exhaust system by sealing or plugging all detectable sources of exhaust gas leaks. Inspect or test the exhaust system to ensure that there are no leaks that would cause exhaust hydrocarbon emissions to be detected as running losses.

(e) The following provisions apply for preconditioning steps to reduce nonfuel emissions to normal vehicle background levels for vehicles subject to Tier 3 evaporative emission standards under 40 CFR 86.1813:

(1) You must notify us in advance if you plan to perform such preconditioning. This notice must include a detailed description of the intended procedures and any measurements or thresholds for determining when stabilization is complete. You need not repeat this notification for additional vehicle testing in the same or later model years as long as your preconditioning practice conforms to these procedures.

(2) You may precondition a vehicle as described in paragraph (e)(1) of this section only within 12 months after the vehicle’s original date of manufacture, except that you may ask us to approve further preconditioning steps for any testing to address identifiable sources of nonfuel emissions beyond what would generally occur with an appropriately aged in-use vehicle. For example, you may clean up fluid leaks and you may perform further off-vehicle preconditioning for tires or other replacement parts that are less than 12 months old. You may also replace the spare tire with an aged spare tire, and you may replace the windshield washer fluid with water.

### § 1066.815 Exhaust emission test procedures for FTP testing.

(a) *General.* The FTP exhaust emission test sequence consists of a cold-start test and a hot-start test as described in § 1066.801.

(b) *PM sampling options.* Collect PM using any of the procedures specified in paragraphs (b)(1) through (5) of this section and use the corresponding equation in § 1066.820 to calculate FTP composite emissions. Testing must